

BASS, LIGHT  
GRAVITY ALE  
\$2.50 Per Dozen Pints  
IND. COOPE'S STOUT  
\$2.35 Per Dozen Pints  
H. Price & Co.  
185

# The China Mail.

CANADIAN  
CLUB  
WHISKY  
\$20.00 Per Dozen  
H. Price & Co.

ESTABLISHED 1845.

No. 13,143

號七十月五年五零百九千一英

HONGKONG, WEDNESDAY, MAY 17, 1905.

日四十月四年巳乙

PRICE, \$3.00 Per Month.

## MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.  
REGULAR Weekly Departures for  
EUROPE.  
Parcels and Goods shipped to all parts  
of the World.  
All Expenses, including Duty and other  
charges, may be paid by sender.  
Estimates for Freight and other charges  
upon receipt of Cables Capacity, Contents,  
Weight and Value.  
CHINA PARCEL EXPRESS.  
Office—3, DUDDELL STREET.  
Hongkong, December 5, 1904. 1312

## Intimations.



QUEEN'S COLLEGE.

COLLEGIATE COURSE.

STUDENTS will have the Choice of at-  
tending either the COMMERCIAL  
or the SCIENTIFIC COURSE.  
For Detailed Prospectus  
Apply to  
HEAD MASTER,  
Queen's College, Hongkong.  
Hongkong, May 15, 1905. 971

KOWLOON BOWLING GREEN CLUB.

A PROMENADE CONCERT will be  
held at the GREENS, AUSTIN ROAD,  
Kowloon, on SATURDAY, 20th inst.,  
commencing at 4.15 p.m. prompt.  
Tickets 50 Cents each, can be had from  
Members of Club.  
D. GOW,  
Hon. Secretary.  
Hongkong, May 16, 1905. 966

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous  
goods for Storage in well ventilated  
and lighted EUROPEAN FIRST-CLASS  
GODOWN. CENTRAL POSITION.  
Rate of Fire Insurance 8% only.  
For Particulars apply to  
LUTGENS, EINSTAMANN & CO.  
Hongkong, May 13, 1905. 960

## NOTICE.

ON and after to-day Mr. H. M. TIBBY  
will sign our firm pro.  
MAGREGOR & GOW.  
Hongkong, May 12, 1905. 954

## NOTICE.

WE have this day withdrawn our Power  
of Attorney in favour of Mr.  
ERNEST J. MOSS, the late Manager of  
our POOCHOW BRANCH, who is no  
longer in the employ of our firm.  
DODWELL & CO., LD.  
Hongkong, May 9, 1905. 944

COTTAM & CO.

High-class Outfitters.

NEW LINE SUMMER GOODS.

WHITE CAUZE SHIRTS.

WHITE TUNIC SHIRTS.

WHITE TUNIC SUITS.

WHITE TUNIC GARTERS.

WHITE TUNIC COLLARS.

WHITE TUNIC HATS.

THE LATEST STYLE PANAMA HATS.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

THE LATEST STYLE SUN HAT.

## Business Notices.

W. S. BAILEY & CO.  
ENGINEERS & SHIPBUILDERS.

WORKS: 446 KOWLOON BAY. OFFICES & STORES: NO. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND

MACAO STEAMBOAT CO., LTD., AND THE CHINA

NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

s.s. FOWAN, 2,353 tons, Captain R. D. Thomas.

s.s. FAISHAN, 2,200 tons, Captain W. A. Valentino.

s.s. HARKON, 2,073 tons, Captain C. V. Lloyd.

s.s. KUNSHAN, 1,933 tons, Captain J. L. Leach.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.

and 11.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 6.30 a.m., 3 p.m. and 6 p.m.

(Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clark.

Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-

mer Time Table).

Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and

returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 2,190 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at

8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain J. Willis.

s.s. NANNING, 689 tons, Captain O. Bohlert.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 875 Tons, Captain E. Branch.

Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.

This Fine New Steamer has Excellent Saloon Accommodation and all Modern

Comforts.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

Agents, CHINA NAVIGATION CO., LTD.

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPIES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

Office: 6, DES VUEX ROAD.

## Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS,

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.

Hongkong, March 7, 1905.











## TANSAN

NATURAL MINERAL WATER

BOTTLED AT THE SPRINGS

AT TAKARADZKA

BY

J. CLIFFORD-WILKINSON,

KOBÉ, JAPAN.

Per Case of 48 Bottles..... \$6.00

Per Case of 100 Bottles..... \$8.00

AN invigorating Sparkling Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in lassitude and debility so common throughout the East.

Its curative properties in Gout, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

## 'NIWO'

A NATURAL

MEDICINAL WATER.

BOTTLED AT THE SPRINGS

AT TAKARADZKA, BY

J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commands its use before any other Mineral waters.

FOR CONSTIPATION. Take a tumbler

hot half-an-hour before rising.

FOR GOUT. Take half a tumbler full

half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

\$ 9.00 a case of 48 Quarts.

„ 2.60 a Dozen Bottles.

H. PRICE &amp; CO.,

12, QUEEN'S ROAD,

SHEWAN TOMES &amp; CO. HONGKONG.

Hongkong, January 3, 1906.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS,

Des Vœux Road.

NOW ON SHOW

in our

FURNISHING

DEPARTMENT.

NEW

Patent.

Portable.

Sanitary.

Commode,

for which

We are SOLE AGENTS

IN THE FAR EAST.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED,

HONGKONG.



TRADE MARK.

TELEPHONE No. 135.

THERE IS ONLY ONE

CLUB

WHISKY

in this Colony that has stood

the test of years. It is

\$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE &amp; CO.,

12, Queen's Road Central.

138

MEMOS. FOR TO-MORROW.

Meeting.

Noon—Meeting of Wm. Powell, Ltd., at the Co.'s Premises.

Miscellaneous.

Goods per Gregory Agency undelivered after 4 p.m. on this date will be landed.

General Memoranda.

SATURDAY, May 20:—

2.45 p.m.—Prize Concert of Kowloon Bowling Green Club, at Greens.

Goods per Palermo not cleared at 4 p.m. on this date subject to rent.

MONDAY, May 22:—

Register of Shares of A. S. Watson &amp; Co., Ltd., close from this date to 29th inst. inclusive.

TUESDAY, May 23:—

Goods per Polytechnic undelivered after this date at Noon will be subject to rent and landing charges.

Goods per Doric undelivered after this date subject to rent.

THURSDAY, May 25:—

11.50 a.m.—Meeting of A. S. Watson &amp; Co., Ltd., at Co.'s Office.

WEDNESDAY, May 31:—

3 p.m.—Auction of Valuable Real Estate Property at Messrs Hughes &amp; Hough's Sales Rooms.

MONDAY, June 12:—

3 p.m.—Auction of Valuable Real Estate Property at Messrs Hughes &amp; Hough's Sales Rooms.

A. S. WATSON

&amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS.

SHERRY.

The following Brands are recommended

as high-class Wines, of superior quality.

B. SUPERIOR PALE DRY,

Dinner Wine, Green Seal

Capsule..... \$12.00

C. MANZANILLA, PALE NATURAL

SHERRY, White

Capsule..... 13.50

CC. SUPERIOR OLD PALE

DRY, NATURAL SHERRY,

Red Seal Capsule..... 16.00

D. VERY SUPERIOR OLD

PALE DRY, Choice Old Wine,

White Seal Capsule..... 18.00

E. EXTRA SUPERIOR OLD

PALE DRY, Very Fine

Quality, (old bottled), Black

Seal Capsule..... 27.00

D. and E. are Favorite Wines all

over the Far East, and are specially recom-

mended.

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA BUILDINGS.

## MARRIAGE.

STANFIELD CURRY.—On May 17th, at the Registrar General's Office, by Special License, R. L. STANFIELD, Chief Engineer, S.S. "Tai On," to WINNIE TERENCE CURRY.

## DEATH.

On April 12th, at Bridge of Allan, Scotland, after a long illness, EDWARD WILSON, aged 51, late of the Hongkong &amp; Whampoa Dock Co., Ltd.

## NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

## The China Mail.

HONGKONG, WEDNESDAY, MAY 17, 1906.

## THE VALUE OF SILENCE.

The present secrecy which characterizes the movements, and even the location of the Russian and the Japanese fleets—but especially the latter—is remarkable. Indeed, the present continuous lull, like the silence of the elements before the outbreak of a typhoon, or more aptly still, like the oppressive stillness that is said to exist in the centre of a typhoon at sea, is portentous and ominous.

The deeper the calm of the elements, frequently the more tempestuous the confusion and the onslaught when they burst forth. We hear of little being attempted and, therefore, of little being done around Mukden by the belligerents on land. Yet we cannot believe that they are idle. We must not assume that these weeks are allowed to pass by in an broken inactivity, as if the protagonists had mutually agreed that they will together struggle for the mastery no more, till there has been a great sea-fight, which shall decide the fate of one or the other of the fleets: or that they have decided to wait till orders have been received that the war is over, and through the intervention of friendly and non-interested powers the conditions of a lasting peace have been arranged. It is impossible to imagine that this is the condition of things with the opposing armies in the north of Manchuria. Yet there is little or no news of any activity, as far as the reading public can discover; it is as if the two armies had altogether disappeared, and their places had been taken by the farmer with his plough and the carrier with his cart and team of mules. Silence and secrecy have marked the movements of the Japanese from the first. No one in advance has been able to divine when and where they would strike. As has often been pointed out, the comparative indifference with which the British allowed news to go forth to the world, during the South African war, often militated against their success. The Japanese attitude has been entirely different from the first. When it was deemed advisable that news should be published, official bulletins were issued, which stated the facts in the fewest possible words such as it was deemed advisable for the world to know—and these reports were found seldom to be either exaggerated or incorrect. As is well known, Napoleon always endeavoured to keep his counsels to himself, and for the most part secrecy was inscribed on all he did. Indeed, his general conduct, even among those most intimate with him, was so arranged as to throw off the scent. "He was constantly alert. If at any time he appeared to show a little confidence, it was merely a feint to throw the person with whom he was conversing off his guard, and draw forth his real sentiments. But never did he disclose his real thoughts. And what was true of his private life was even more true still of his military activities. The advantage of all this is obvious, when such far-reaching issues hang on a single blow, which if suddenly and unexpectedly given, would be effective, but if anticipated by the enemy, would be provided against, parried, and probably rendered ineffective. When we indicated above that the location of the Russian and Japanese fleets was unknown, the statement is only partially correct when applied to the movements of the Russians. The latest ships from the south, it is true, have seen little or nothing of them, and it would appear as if under extreme pressure they have

moved away from Camranh Bay, and selected another possible hiding place, where they will perhaps remain till the next contingent comes up, or till the conditions for sudden and swift movement are favourable.

On the other hand, the absolute ignorance of everybody, except those concerned, regarding the situation and condition of the Japanese fleet is very remarkable. The waters north of Hongkong are ploughed by passing ships even more perhaps than those between here and Singapore. Yet the Japanese appear as if they had disappeared altogether, and left no trace behind. It would seem as if they cannot be lurking anywhere inside Formosa, not even behind the Pescadores, or surely they would have been seen by some stray ship or some passing junk. And yet it seems difficult to be sure that they will be able to achieve anything satisfactory if they remain outside Formosa. If the Russian squadron should decide to make a dash for it, and leave Formosa, the Liu Chiu Islands, and even Japan itself on the left, with the intention of reaching Petropaulovsk, they will have the Pacific on their right, and may hope that a lucky chance will see them through. It will not be easy for the ships of Japan to feel anything like certitude that they can intercept this dash, supposing that the Russians, with their colliers, could attempt it. On the whole this silence and secrecy are perplexing, and it is not mere curiosity, but a natural interest in the movements of the great drama, which places us on the tiptoe of expectation, and makes us eager to get any information, which will enable us to foretell that the end of the uncertainty is approaching.

The following incident apropos the influence of the native press will not be without interest. Among those who from time to time have been deported back to Canton from Hongkong, by the government of the latter, was a demented woman. She is reported as an insane criminal. By this it may be, she had no friends to receive her in Canton, and so the district magistrate placed her in his prison. She was allowed to wander in the yard by day, but at night always refused to repair to her work when the time came to close the doors. The jailor used to drive her back with a rattan whip, of which she was greatly afraid. This cruelty to the poor insane woman was reported in the Hongkong press, and so the information reached the eyes of the prefect. He, therefore, fearing lest worse things should happen, commanded the jailor to desist from this cruelty at once.

It is now decided to discover the relatives of the woman, that they may come and take charge of her. If the press had not brought this barbarism to the notice of the prefect, the harshness would have been continued, and it is difficult to say to what lengths of cruelty the warden would have gone. Fear of exposure led to its immediate suppression.

LOCAL AND COAST NEWS.

Plague Slightly on the Increase.

At yesterday afternoon's meeting of the Sanitary Board the President moved the insertion of advertisements in the local press urging householders to report to the Medical Officer of Health whenever their houses appeared to be rat-ridden. In support of the motion Dr. Clark said that as members knew plague was slightly on the increase and the cases now averaged three per day. In view of the intimate relation between rats and plague, it struck him that it would be as well if the Board again advertised as has been done in former years, so as to encourage people to report when they found rats in their houses. No doubt certain peoples would object to have their premises disinfected, but perhaps the wiser ones would report the matter. He moved that the Board call upon householders to report when they found their premises infested with rats. The motion was seconded by the Hon. Mr. A. W. Brewin and carried.

Rajah Brooke Minatory.

Reuter's correspondent at Singapore wired on May 1 that Rajah Brooke, with an armed force, had entered Laiens territory in the Brunai region, recently transferred by British Borneo to Sarawak, presumably for the purpose of evicting his nephew, Brooke Johnson, who claims the sole trading right in that territory.

STEARNS' WINE, as a reliable remedy has been received with favour by men prominent in the profession of Medicine.

A TIMELY SUGGESTION.—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy, and it is certain to be needed before the winter comes, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted, and before it has become settled in the system. In almost every instance a severe cold may be ward off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in giving it to children for it contains no harmful substance. It is pleasant to take—both adults and children like it. Buy it and you will get the best. It always comes. Sold by all Dealers. WATKINS & Co., Ltd., General Agents.

## BY TELEGRAPH. BY TELEGRAPH.

['CHINA MAIL'S EXCLUSIVE SERVICE.]  
[SUPPLIED BY REUTER, MAY 16/06.]  
[Received on May 16, at 6.24 p.m.]

## RUSSIA'S INTERNAL TROUBLES.

FRESH DISTURBANCES  
ANNOUNCED.

Cossacks Again Disperse the  
Demonstrators.

LONDON, May 16.

Fresh disturbances are reported from St. Petersburg.

Yesterday several thousand workmen paraded the streets of the Russian Capital, uttering seditious cries the while.

Cossacks were again called out but, instead of attacking, were armed with whips, and with these the demonstrators were dispersed.

The May-day disturbances at Ufa, Ekaterinburg and Inzer were similarly quelled for the time being.

[REUTER'S SERVICE.]

FRANCE AND JAPAN.

LONDON, May 15.

Prince Arisugawa has arrived in Paris.

DISORDERS IN RUSSIA.

Slight disorders occurred in the Vassilyevsk and Schlusselburg quarters in the afternoon and evening of May Day, through some officers ordering the holiday makers to disperse; the officers were jeered at and hustled towards an artificial lake, where they stood knee deep, threatening the crowd with their revolvers, until Cossacks arrived and dispersed the crowd.

MOTOR BOAT RACE.

Six Boats Lost.

Out of seven motor boats which started on a race from Algiers to Toulon, six were lost; all the crews were saved.

CHINA AND THE TIBET CONVENTION.

Negotiations for the adherence of China to the Tibet convention are proceeding; they are being conducted by the Indian Government on behalf of the Imperial Government.

LOCAL AND COAST NEWS.

Lieut. F. C. Chandler, inspector of Army Schools, left on the 16th instant per S.S. "Kunming" for Singapore on inspection duty.

The funeral took place at the Happy Valley cemetery yesterday of Lieut. English, late of the "Taikang". The officers and crew of the gunboat were well represented, as also were the British men-of-war and a large number of the deceased's personal friends followed his remains to the grave. Dr. Kruger, German Consul General, was amongst those present and the German consular community sent several representatives.

Sanitary Appointments.

Dr. W. B. A. Moore was appointed, at yesterday afternoon's meeting of the Sanitary Board, to institute summary proceedings before a Magistrate for the recovery of any penalty imposed under the Public Health and Buildings Ordinances, or of any Byelaw made thereunder. Inspectors G. W. Ward and T. Abley were also similarly deputed.

A German Parade Ground.

A Nanking letter to the Shenao states that in spite of former repeated refusals on the part of the local provincial officials in that city, Viceroy Chou Pu has at last given way to the repeated requests of the German Naval authorities and given them a vacant plot of ground, inside the Yifeng gate of Nanking and the foot of Lion hill, to serve the Germans as a parade and drill ground for their bluejackets while in Nanking. As a natural result the plot of ground, which hitherto had been a sort of public pleasure ground for the citizens of Nanking, has been fenced around by the Germans, who refuse permission to Chinese entering what may be called their own property.

STEARNS' HEADACHE CURE, can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

RELIEF AFTER SIX YEARS.—Mrs. M. A. Clark, of Timbary Range, N.S.W., Australia, writes: "I wish to inform you of the wonderful benefit I have received from your valuable medicine. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers." For sale by all Dealers. WATKINS & Co., Ltd., General Agents.

## THE RUSSIAN FLEETS.

ORDERED TO LEAVE FRENCH WATERS.

Roshdostvensky Expected to Comply.

(From Our Special Correspondent.)

Quinson, May 16, 5.30 p.m.

I understand that Admiral Roshdostvensky has received orders to leave the coast of Annam and that he is expected to sail therefrom to-day.

I intend to visit Van Fong Bay to-morrow.

THE NEUTRALITY OF INDO-CHINA.

HOW THE RUSSIAN FLEET IS ASSISTED.

Rigorous Suppression of Telegrams.

The Third Fleet Arrives.

(From the CHINA MAIL'S Special Correspondent.)

SAIGON, May 9.

To all straight-going men who possess, and admire in others, those qualities which make for unimpeachable honesty and when occasion demands lead to courageous publication of those opinions and actions which they deem to be right, the attitude of the French authorities in this part of the world will be puzzling. France long ago announced her intention of adhering to the provisions of International law, and notified her colonial authorities to likewise pay scrupulous attention to the need of consistently preserving neutrality. So far as France is concerned it must be taken that she issued her instructions in good faith, and honestly intended that Russia should receive no further assistance from her than actual necessity warranted, but we see her colonial officials deliberately acting in an antithetical direction, and affording aid to the Russian fleet, on the very edge of the fighting arena, such as will be sufficient to enable it to prepare itself thoroughly for the coming fray.

The Russian fleet has now been sheltering and provisioning, and presumably practicing mid-clearing—I say presumably advisedly—in these waters for several weeks, and during that time they have had the opportunity, even if they did not take it of effecting any necessary repairs to defective machinery and cleaning the hulls of the vessels, as well as being able to welcome reinforcements in the shape of Admiral Nebogoff's squadron, which arrived on Saturday or thereabouts.

The immense advantage this delay is to Russia in heightening the efficiency of the fleet is obvious. Without the tolerances of France the fleet would have been compelled to keep at sea or take shelter at some obscure islands where anchorage and climatic conditions are doubtful, and where a source of constant supply, such as Saigon happens to be, would be utterly impossible. Russia has undoubtedly had a respite between the rush to the scene of war and the actual entrance into the conflict, which is worth a fortune in money to her, and more than can be calculated in efficiency and preparedness. The result of a battle with the Japanese who are operating from their own base, for the fleet had time to get the lengthy breathing spell which the stay in French waters has given them would have ended in disaster, but now an element of uncertainty has been introduced and such an one that makes prognostications regarding the outcome of battle extremely hazardous.

In the breast of this colony the hopes springs eternal that the Russians will yet be able to recover lost laurels, and stem the backwash of disaster which has been engulfing them since the outbreak of hostilities over a year ago, and that feeling does much to explain how it happens to be that France—despite her protestations to the world, and her instructions to this Colony—is the *fidus Achates* to Russia.

That Russia is being assisted is undeniable, and if the authorities here protest that they are not cognizant of it, they are either uttering a deliberate falsehood or are so careless in the conduct of their duties that they are not fit to be in charge of so important a Colony as this—or, indeed, any Colony at all. Any man, Frenchman or foreigner, can be so disposed and possessed of disconcertment, ascertain what is going on in the way of supplying the Russians with provisions. Steamers out of number are constantly clearing from here for Hongkong and other ports loaded with provisions, which are ultimately discharged into the vessels of the fleet, and when the vessels return the authorities do not so much as ask a question. Putting menade the quays and see nothing, putting—like the famous Admiral—their telescopes

to the blind eye. Indeed, they do not seem to head, without a vessel is bound (though evidence can be had by the very best of means) that she is bound for the Russian fleet. Only on Saturday last a steamer sailed from here with despatches for Hongkong, and every ounce of her cargo, as well as several passengers were for Vanfong Bay. I know on the previous night that she was going to the Russian fleet—and even tried to secure passage by her—and on the Saturday I saw a Russian pinnace stand up to her having on board Captain Roberts, who is being negotiated with to pilot the fleet northward, and several Russian officers. Had the French Government authorities wished to see the same thing they could have done so, and there are numerous other instances of the same type which are to be observed if it so happens that anyone desires to see them. None are so blind as those who will not see. It is an old saw which is being proved here over and over again—and in the face of it all France declares herself neutral!

But there are other aspects. The chief one is the position in which the fleet is anchored. Some time ago—I fancy it was on April 17 (or 27), a steamer which later reached Hongkong, saw the fleet well inside Honkoku Bay and on May 4 the "Armand Behne" saw them inside Vanfong Bay, where they have been ever since. In a previous letter, posted on May 6, I stated that the fleet was in Honkoku Bay, but I have since ascertained from a chart that they were in Vanfong Bay—though Honkoku is close at hand. When we first observed the presence of the fleet we were steaming along about five or eight miles from shore, and as Vanfong Bay came to view we observed through a passage between a large island at the north-eastern end of the bay and the mainland, several men of war. The progress of the steamer allowed us to look further into the bay and as we opened up the inlet warship after warship came to view, until, after passing the island, the whole fleet could be easily seen stretching away inshore. Not one vessel was anchored outside the bay, though some miles to the north we saw a three-funnelled Hamburg-American liner lying about five miles from shore. This is an old story, but I repeat it to emphasize the fact that the fleet was well in the bay, and because the officers and passengers of the "Armand Behne" which arrived here from Tonkin yesterday, passed the bay, on Saturday, May 6, and saw the fleet exactly as we did. And yet the French authorities deny that any Russian vessels are within the bay. I was speaking to a gentleman from Tonkin a few days ago on this extraordinary behaviour and he said: "Before I left Tonkin a high French official assured me that the fleet was near Hainan, yet a day or two after I saw the fleet in Vanfong Bay; now I doubt the French." This man assured me that previously he thoroughly believed every protestation made by the French officials regarding the allegations that it was within territorial waters; but like him there are others who have had their eyes opened. Every Frenchman I have spoken to on the subject has expressed disgust at the pervasiveness of the officials, and at their slothfulness at turning the Russian out, and the consensus of opinion amongst the thinking section of the commercial classes here is that the authorities are looking with a too kindly eye upon the Russians, and are figuratively denying with the left hand what the right hand does.

And that there is something behind all this is amply demonstrated by the rigorous suppression of telegrams that has been introduced in a style of censorship has been introduced which has worse features than that in vogue in Japan. I have experienced both, and can speak with a certain amount of authority. When a telegram was submitted to the Japanese they always censured it, but they intimated what sections of the message they would accept, but here the authorities suppressed telegrams and would not even give the reason or indicated what would be acceptable. On May 6 I addressed a telegram to the CHINA MAIL, describing what we saw from the deck of the "Armand Behne," and paid \$65 in cash for it. The telegram was accepted by the official, but later I received a curt note to say that the telegram could not be despatched. I asked to see the Director of Telegraphs, and the interview was granted, but I was not made much the wiser. The Director could not or would not explain why the telegram was refused, and could not or would not intimate what type of message I might get through, and I was left in entire ignorance of the system of censorship and unable to see the censor. I was politely informed to collect the \$65 I had paid, and the interview thus ended. A copy of that refused telegram I sent in a previous letter. But I was not dissatisfied, and next day I secured an A. S. C. 5th Edition code book, and selected the code words for the following message: "The Russian fleet is expected to sail in about a week. The pilot left here this afternoon, will telegraph you later. I am very sorry I cannot tell you informed as telegrams have been refused by the officials." This code telegram I addressed "Murray Barr, Hongkong" and asked a friend who is in business here to sign it, feeling that if I put my name on it it would be suspected. He readily did so, and took the message to the office in person, but still there was suspicion. A few hours after he received a note, asking him to produce the code book. He originally said that it was the 5th Edition A.S.C. and



as the office did not possess one, he was compelled to go to his office and produce a copy for his collection. Each word was looked up by the official and the message deciphered, and the sender left with his book. It was not all over. Another note reached him next day requesting that the code-book be left at the office until such time as the authorities might be disposed to return it, but this was refused, and the officials were politely asked to buy one of their own. In addition the money paid on the telegram was demanded and the message was cancelled, though the copy would not be returned.

The reason was discovered later, for, by a strange coincidence, the sender of the telegram, on the following day, was passing Government House when he saw an Annamite servant just entering the gates with an A. B. C. 5th edition under his arm. The censor was undoubtedly the Governor himself, and the delay by the officials in letting me know that the telegrams were questioned was explained. This procedure wasted three days and cost a considerable amount of running about; but the suggestion which I dropped that the authorities would ultimately make the world believe that they were openly assisting the Russians if they suppressed any more telegrams evidently made them reconsider their position, for I have since lodged three messages and have heard nothing more of them. Whether they have gone I cannot say, but if they have I would not be at all surprised to find that they have been delayed.

Now what does this suppression of telegrams mean? We all know that any country is reasonably bound to protect itself in time of trouble such as obtains at present, but is there any justification for a neutral power suppressing cables entirely, and refraining from notifying the sender—especially when that individual happens to be an authenticated newspaper correspondent?—what kind of message would be accepted? The first deduction one would draw is that the Government is exerting itself to assist the Russians, and under the circumstances that would be the most reasonable thing to think. If they are not, they are adopting a fatuous and clumsy method of concealing the truth, or I should say the outer world, for the majority of the people here, especially the official section, appear to be ready to gulp down without question anything the Government might say, and the old Latin phrase, *populus vult decipi, decipitur*, seems to fit them well. But the fit is only apparent, for after all they are not deceived, but merely stung by what the Government does as *typical Frenchmen*.

I have conversed with many of these, and when I have stated that I and many others have distinctly seen the fleet anchored in an inlet, they have indignantly declared that the fleet is not anywhere near the coast, and has not been there since it was ordered out of Camranh Bay last month. That is what many of the people profess to believe, and from what I can see none of the local papers have courage enough to insist on a little straight-dealing, or energy enough to obtain information concerning the fleet from the ships which come into port.

The foreign people here and the Frenchmen possessing common sense realise clearly the jeopardy in which the Colony is being placed, and would not be in the least surprised to see the Japanese declare their intention to make it pay for its support to the Russians. They are at a loss to account for the preparation of the Government but from what I have gathered from conversations here and there a belief seems to exist that the Governor-General is playing into the hands of the Russians on account of his aspirations to ultimately become France's ambassador at St. Petersburg. One does not like to believe that a gentleman in such a position would sacrifice the peace of his country to sordid personal ambition, but there must be some explanation for the winking of the gubernatorial eye at the traffic in provisions being conducted between here and where the Russian fleet is anchored and the suppression of cables. The folly the Government commits in not endeavouring to explain their attitude or keep the fleet right away from the coast seems to escape them, and unless France insists on the Russians being turned out, there is likely to be trouble.

Japan has again and again asked France to "play the game," as the colloquial has it, and if no satisfaction can be got out of the officials here it is time the British took steps to ascertain the truth of things for themselves. Great Britain is in grave danger of being dragged into conflict if the French here do not prevent the Russians making use of their harbours, and there is every justification apparently for British cruisers, visiting the coast and making inquiries.

If the Russian fleet can anchor inside Vanlong Bay and still be outside territorial waters, the French should explain how it can be done in order not only to avoid misapprehension but also to avert serious complications. Here they do not seem to be in a hurry to do anything of the sort. They stoutly deny that the Russians are in an inlet, and vehemently declare they are outside of the coast. All who travel and have eyes to see know this to be a positive truth, and it is marvellous that the assertion is persisted in.

The authorities constantly give out that they are patrolling the coast with men-of-war, and though this might be the case it does not follow that the officers keep their eyes open when passing Vanlong Bay. Now and then even the good French under an old Russian saying, and other people of far less distinction and merit have copied his example, and from time to time we hear and read of people who should have been awake at just the moment when they have slept. Of course we have not yet heard that the Russians have refused to depart when ordered, but it is quite possible that they have. The average Russian is a casual being constantly murmuring "Nichevo," and who is to say but that he has not said "Nichevo" to the French authorities here, pretending that he will be going in a day or so, yet never goes? It is quite possible that such is the state of affairs, and that the French refrain from lifting their hands to object to their loitering allies believing that they will be going very soon. That would be the worst conceivable consequence to put upon the attitude of the French here, but it is difficult to say that it would be the correct one. The argument against such a contention would be that no steps of a strict character have been taken to stave them out by preventing stores being conveyed to the fleet. Did the French desire to stop that trade they could do so, but they apparently take little notice of it.

Apart from the local steamers that load here, there are at present down the river and in the bay about thirty Russian steamers laden with stores of coal and ammunition for the Russians. They have been there some days, and the majority of them are Hamburg-America vessels, and all are waiting orders. Many of them have had their cargo on land for five or six months, if not longer, and one Danish Captain, who has been lingering at Jibutli and Davaia told me on the way up from Cape St. Jacques on Sunday night that his coal—owing to the continuous hot weather in which he had been anchored—was practically useless. And he is only one of fifty or sixty steamers.

This man, too, gave me some startling instances of Russian seamen's gross carelessness, negligence, and disregard of common duties. He was anchored at Jibutli for three months, part of the time in company with several men-of-war and he assured me that he had closely watched the actions of the Russians and had never heard them fire one shot or seen them take the precautions from the guns to which they were entitled. He was anchored at Jibutli for three months, part of the time in company with several men-of-war and he assured me that he had closely watched the actions of the Russians and had never heard them fire one shot or seen them take the precautions from the guns to which they were entitled. He was anchored at Jibutli for three months, part of the time in company with several men-of-war and he assured me that he had closely watched the actions of the Russians and had never heard them fire one shot or seen them take the precautions from the guns to which they were entitled.

As I was proceeding to Cape St. Jacques on Sunday to endeavour to hear something of the third squadron under Admiral Nebogatoff we were treated to the sight of the Russian hospital ship "Krestom" steaming up to Saigon. This was the first indication that we had that the fleet was so near at hand, and later I heard at Cape St. Jacques that the squadron passed northward on the previous day. The junction was safely effected, and as the Admiral's orders were contradictory themselves upon being together and having accepted the Japanese terms. Whether they will hang about till the fourth fleet comes along next month or not is not certain, and the answer will come only with the effluxion of time. The time has come, at all events, for the fleet to depart and if the pilot is engaged it ought to move off in a few days. We expect to hear of it having gone within a week at the latest. But Saigon expected such a thing long ago.

As regards the pilot, Captain Roberts, as I mentioned before, left here on Saturday for the fleet. He had several interviews here with Prince de Lieven, commander of the "Diana," but came to no terms with him. It will only be when Admiral Rozhdestvensky is seen that a decision will be arrived at whether Captain Roberts will actually float the fleet or not. The pilot wants certain terms and unless they are granted he says he will not proceed. The Russians will no doubt agree to anything to get a pilot. It is a difficult matter to secure one, Roberts, I believe, being the only one proposed in the world. The understanding is that he is not ordinarily risky, for the Russians have not shown yet that they can fight with a hope of annihilating their foes, and unless they commence to do that very early they will probably be annihilated themselves.

#### FIFTY-FOUR VESSELS NEAR HON KOH BAY.

Heading, North.

The latest news by steamer from the South, concerning the movements of the Baltic fleet, is that which came to hand this morning by the German steamer "Wongkoi," which left Bangkok on May 8. This goes to show that the fleet was making a gambled movement on the 14th instant, and whether it has since left the coast or not, was thus heading for Hainan Straits in close formation. (We publish a telegram from Quinlan in this issue announcing that the fleet was expected to leave the coast of Annam yesterday May 16). Particulars of what was seen by those on board of the "Wongkoi" were very courteously supplied to a CHINA MAIL representative this morning by the Second Officer of the steamer, who was on watch at the time, and who having served as an officer in the German Navy, is excellently qualified to give an opinion.

The officer said that he was on the bridge on the morning of the 14th instant and at about 7.30 o'clock noticed a great deal of smoke ahead. For some time he could not make out from what class of vessels the smoke came, but it was at once evident that there was a large number of them, and knowing that the Baltic fleet was in the vicinity he suspected

that they were about to come up with the Russian ships.

In this he was not disappointed and after standing along for about half an hour he saw the Russian fleet coming out of Hon Koh Bay. They were steaming at the rate of about nine knots per hour and were in excellent formation. Their course was north and he formed the conclusion that they were heading for the Hainan Straits.

The ships that composed the fleet were 53 or 54 in number and he could clearly make out the majority of them out. Some of the converted-cruisers he knew well and at once recognised. They were drawn up in several lines; the three fast converted-cruisers, two of which were formerly Hamburg-America liners and the third a N. D. L. liner, were in the van, and on either side of them were the two hospital ships that accompany the fleet. These are able to keep up with the converted-cruisers when the necessity arises, owing to the fact that the hospital ships themselves are speedy craft, having originally been express boats. The first of the converted-cruisers he made out to be the "Dora" and the third the "Ural," but the second name he was not able to read. Behind the fast cruiser was a line of four battleships, parallel to each other, and flanked on either side by a line of eight cruisers following each other. Inside of the left hand line of cruisers, calculating in the way in which the fleet was heading, were four volunteer cruisers, one behind the other, and between that and the next line of cruisers were two colliers drawn up in double line. On the outside of the eight cruisers were four more volunteer cruisers, while the rear was brought up by another line of four parallel battleships, the vessel on the extreme right being the flag ship of Admiral Rozhdestvensky.

These four battleships were specially fine vessels and were in good order and very well armed. Mixed in amongst the vessels of the fleet were a number of torpedo boats and destroyers that were continually dodging about. Just as the "Wongkoi" came up with the fleet a collier, flying the British flag, broke down the whole of the vessel was stopped while she was being attended to. Several destroyers at once went to her assistance but repairs evidently occupied some time as the "Wongkoi" passed and lost sight of the fleet without it getting lost again. There was also a disabled torpedo boat in the fleet which was being towed by a British collier.

The ships were in a line from eight to ten miles long and from 10 o'clock the "Wongkoi" was occupied in steaming past the Russian vessels. The Admiral's ship, the "Albatross," had under her command the Russian vessels, and he observed that the Russian vessels were in a line from eight to ten miles long and from 10 o'clock the "Wongkoi" was occupied in steaming past the Russian vessels. The Admiral's ship, the "Albatross," had under her command the Russian vessels, and he observed that the Russian vessels were in a line from eight to ten miles long and from 10 o'clock the "Wongkoi" was occupied in steaming past the Russian vessels.

Just about this time a French cruiser passed the "Wongkoi" having come from the direction of Hon Koh Bay, and she appeared to have been engaged in piloting the Russian ships out of the bay, or perhaps seeing them safely out of French waters. She clipped her flag as she passed and steamed away in slightly different direction to that taken by the Russian ships. If the ten colliers eight were fully loaded and the other two were half full, the fleet had a large supply of coal in reserve. The boats as counted were 8 battleships, 16 cruisers, 11 converted cruisers, 2 hospital ships, 10 colliers and 6 or 7 torpedo boats or destroyers.

#### NEWS FROM HAINAN.

##### The Tao-tai's Proclamation.

(From Our Correspondent.)

Honow, May 10.

All reports that the Baltic Fleet was in Hainan waters has so far proved erroneous. There were reports here that the Russians would land in Hainan and the Tao-tai has put out proclamations telling the people that there is no cause of alarm even if the foreign ships come here and the foreign sailors come on shore but that they must be treated with respect and no cause given for a breach of neutrality. Acting with the same desire the mandarins have sent detachments of six soldiers to different places in the island to bring news to them in case anything is heard of the foreign ships.

##### Russian Coal.

According to the *Japan Daily Mail* it is reported that the Russians are perplexed to utilise a mountain of coal—said to be 50,000 tons—accumulated by them at Hongkong for the use of the Baltic Squadron. The coal is held in the name of a Chinese subject, and the Russian Consul at Hongkong was working the matter in conjunction with a Russian Rear-Admiral in Shanghai. But the Hongkong authorities have discovered the project and taken steps to prohibit it. Such transactions evidently deserve short shrift, for to supply a belligerent fleet with coal is not only a breach of neutrality but it is with gunpowder.

##### The Vladivostok Squadron.

Tokyo, May 13.—The Vladivostok squadron which left port some days ago have created terror throughout the coast cities and are considered a terrible menace to the shipping to and from Japan. These cruisers have been sighted by many merchant steamships and are understood to have halted a number.

The fact that almost every steamer for Japan ports from China, America or Europe carries some warband of war, gives these cruisers unlimited opportunities for seizures.

The government here gives out nothing concerning their movements, but it is believed that shipping in Japan will be tied up until the cruisers are known to be far distant from this coast.

The Japanese are swift and while the Japanese navy has vessels capable of running them down, the whole Japanese fleet seems to be together in some unknown base, probably a Formosa port but possibly at the Pescadores.

The utmost secrecy as to the fleet under Admiral Togo is observed and not even the closest journalists in Japan or the most skillful diplomatic representative know where these ships are.—*Colleen*.

##### Floating Mines.

Tokyo, May 13.—Another frightful cause of fear is the prevalence of floating mines in the neighbourhood of the Gulf of Pechili.

A Japanese transport was sunk by one of these mines today off the "Mitsur" island. These islands are in the Pechili straits between Port Arthur and the Shantung peninsula.

The transport came on the mine, which was mostly submerged, without warning, and though most of these boards were saved by attendant vessels and in the time of the transport, yet the great troop ship within a few minutes of the time of striking the mine.

The steamship "Sobralense" went down off Port Arthur from the same cause. Of her crew the majority were rescued but still the loss of life was considerable.

The sea in this vicinity are now with these mines and the wisest pilot cannot know their whereabouts. They move with the wind and waves and constitute a menace which no care can guard against.

##### THE PEAK TRAMWAY.

##### A New Company Inaugurated.

The Hongkong High Level Tramways Company, Limited, who have up till the present controlled the present Peak tramway, have agreed to sell their undertaking to a new company, now in the course of construction. The new company will also acquire Mr. Findlay Smith's proposed concession, and will, if the consent of the authorities is obtained, carry out the scheme of a new line to the higher levels, as proposed by Mr. Findlay Smith.

At present the transfer requires the confirmation of the shareholders, and a meeting will in due course be called for that purpose, but no date has so far been fixed upon. Inquiries made at the office of the old company elicited the fact that while negotiations for the purchase of Mr. Findlay Smith's rights were in progress the shares of the old company began to show a tendency to increase in market value. The managers of the Company, considering that the figures quoted for the shares were unreasonably high, made public the completion of the sale of the company's rights, and interests, adding that the price to be paid for each share in the old company was \$200, either in cash or in scrip to the face value of \$200 in the proposed new company. This figure was shared by the shareholders, and the negotiations were commenced the shares were quoted at \$200 and it was surmised that had the rights of Mr. Findlay Smith not been acquired the share would have fallen to \$150 or even less. However, they rose to \$275, but yesterday stood at \$225.

Since the completion of the sale, the higher rate, without enquiry being made at the office of the old company.

As the bulk of the shares in the old company are held mostly by two local firms, who have agreed to accept the conditions of the sale, the arrangements appear to be to all intents and purposes finally settled. The managers of the old company do not anticipate any difficulty with regard to the sale of old shareholders, although those who have purchased during the course of the negotiations may feel disposed to raise objections. Until the terms offered by Mr. Findlay Smith were accepted it was obviously impossible for the company to make a formal announcement, which they hastened to do on receipt of the notification of the acceptance of their proposals.

The arrangement, in one sense, can hardly be said to be acceptable to all concerned, and although the price paid for Mr. Findlay Smith's concession has not been disclosed the founders of the new company are satisfied that they have been successful in effecting a good deal. The profits arising from the sale of the old company are ample to assure a steady dividend of at least 6 per cent on the whole of the capital of the company now in formation, which will amount to about seven and a half lakhs of dollars, until such time as the proposed additional tramway is completed, when it is anticipated that the revenue derived from that will augment the profits.

That is to say, shareholders in the new company will be holders of scrip upon which a dividend of 6 per cent is practically guaranteed. The new company will be under the management of Messrs John D. Humphreys and Sons, with a consulting committee consisting of Sir Paul Chater, O.M.G., Hon. Mr. O. W. Dickson, Messrs C. Ewins and A. J. Raymond.

The new tramway will be carried out on the route already selected in our columns starting from the House Lane, skirting the western side of the Public Gardens, thence on to a point somewhat above Hon. Mr. Shaw's house on the Peak Road, and up to Victoria Gap.

Several other proposals with regard to tram routes are in their, but so far it is difficult to gain any information of a concrete nature in connection therewith. To open up the southern slopes of the Peak to the public is a long and arduous task, and the route from Victoria Gap to the existing terminus at the Peak Hotel is made, while it is within the bounds of possibility that the existing line will be diverted from its present route to tap the eastern slopes of the high levels, and thus open up a far larger area for residential purposes. Up to the present, however, nothing practical has been done with these suggestions though it is quite likely they will assume concrete form within the near future.

ZYMOLE TOOTH POWDER a perfect antiseptic dentifrice, cleanses and preserves the teeth.—*very refreshing*

COLDS are quickly cured by Chamberlain's Cough Remedy. It acts on nature's plan, loosens the cough, relieves the lungs and opens the air passages, effecting a permanent cure. It counteracts any tendency of a cold to result in pneumonia. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

##### BY WHARF AND WAVE.

The steel s.s. "Kelpino," 2,352 tons gross, 1,533 tons net, built and engaged by Messrs R. Stephenson and Co., Newcastle, in 1899, has been sold to Japanese owners.

The French troopship "Chibang," Captain Legent, from Saigon bound for Djibouti, arrived at Colombo on April 23 with 30 officers, 150 petty officers and 530 troops and 80 passengers.

##### To-day's Advertisements

FOR SALE.  
BEAUTIFUL ENGLISH SUCKING PIGS Six Weeks Old, at the Piggery, Old Kowloon City.  
For terms, apply to  
THE KOWLOON HOTEL.  
Hongkong, May 17, 1905. 974

NOTICE.  
THE INTEREST AND RESPONSIBILITY OF MR. HART BUCK in our Firm Ceased on the 1st May, 1905.  
JOHN D. HUMPHREYS & SON,  
Hongkong, May 17, 1905. 980

##### PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on  
WEDNESDAY and THURSDAY, the 24th and 25th May, 1905, at 10 A.M., each day at H. H. NAVAL YARD, SUNDAY, MAY 14, 1905, VICTUALING, OBSOLETE AND CONDEMNED STORES, Comprising:  
FIXED OVERHANGING SHEERS, COMPLETE with CHAINS and BLOCKS and capable of lifting 20 tons—Test load 31 tons, EXHAUSTIBLE MACHINES, VENTILATORS, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.  
Catalogues will be issued.  
Terms:—As usual.  
HUGHES & HOUGH, Government Auctioneers.  
Hongkong, May 17, 1905. 982

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
NOTICE.  
CONSIGNEES of CARGO per Steamship DORIC, are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 23rd inst., will be subject to rent. All claims must be sent in to me on or before the 26th May or they will not be recognized.  
No Fire Insurance has been effected.

E. W. TILDEN, Agent.  
Hongkong, May 17, 1905. 977

##### BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP HYADES.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatsoever.

W. D. WELLS & CO., LTD., Agents.  
Hongkong, May 16, 1905. 978

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship PURNEA, Captain J. B. PRANSKY, will be despatched as above on TUESDAY, the 23rd May, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, May 17, 1905. 976

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain J. G. O'NEILL, will be despatched for the above Ports on TUESDAY, the 23rd inst., at 3 P.M.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.  
Hongkong, May 17, 1905. 979

##### MESSAGORIES

MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship ERNEST SIMONS, Captain BOURDON, will be despatched for MARSEILLES on TUESDAY, the 23rd May, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also loaded for principal places in Europe.

Next Sailings will be as follows:—S.S. PORTREUX June 13, 1905. S.S. CALÉDONIEN June 27, 1905. S.S. OCEANIE July 11, 1905.

G. DE CHAMPEAUX, Agent.  
Hongkong, May 17, 1905. 973

##### To-day's Advertisements

FOR ALL PURPOSES USE ONLY  
GROSSWOOD

BRAND OF PAINTS, VARNISHES AND OILS, As supplied to the

LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS. Manufactured by

Gross Sherwood & Head, LIMITED, London.

SOLE AGENTS:—

HARRY WICKING & CO., Hongkong, Hongkong, January 6, 1904. 90-3

##### NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 958

##### THE DAIRY FARM CO., LD.

Finest Australian Table Butter 70 ct. per lb. Second Quality do. 63 " " Canadian Sterilized Cheese.....50 " " Frozen Quail.....20 " each. do Sheep Tongue.....20 " " do Sheep Kidney.....5 " " Fine Australian Ham.....60 " lb. do Bacon.....50 " "

Prime Yorkshire Ham.....70 " " Hongkong, May 17, 1905. 975

##### PUBLIC AUCTION.

THE Undersigned has received instructions from Mrs. MATTHEW, to Sell by Public Auction,

SATURDAY and MONDAY, the 27th and 28th May, 1905, commencing each day at 2 P.M. at Nos. 2, 3, 4, 5, 6 and 7, PEDDER'S HILL.

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE (of Hall and Halls, Marlinburg, Lace, Crawford & Co., and English Makes), Comprising:—

UPHOLSTERED DRAWING-ROOM SUITES, BOOKCASES, OVERMANICLES with BEVELLED MIRRORS, OCCASIONAL TABLES, PICTURES, ORNAMENTS, etc., etc.; SMALL DINING TABLES, DINING CHAIRS, TEAK SIDEBOARD with BEVELLED MIRROR, DINING WARDROBE, DINING SEAT, GLASS and CHOCOLATE WARE, CUTLERY, etc., etc.;

BRASS-BOUND BEDROOMS (Single and Double), WARDROBES with BEVELLED MIRROR, DRESSING TABLES with BEVELLED MIRROR, MARBLE-TOP WASHSTANDS, TOILET SETS, UPHOLSTERED CHAIRS, etc., etc.;

PANTRY, BATHROOM and KITCHEN REQUISITES; Also, 2 COTTAGE FRIGOS, and A Quantity of POTTS and PLANTS. Terms:—As customary. On View from Thursday, the 25th May. GEO. F. LAMBERT, Auctioneer.

Hongkong, May 17, 1905. 981

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship HON A.M., 2353 Tons, Captain H. D. JONES, will make a Special Trip EVERY SUNDAY to Macao and back.

Hour of Departure:—From Hongkong at 9 A.M., arriving at Macao about Noon. From Macao from 4 P.M. to 7 P.M., to suit tide, arriving at Hongkong about 3 hours after departure.

Fares:—1st Class Single \$2. Return \$4. 2nd Class Single \$1. Return \$2. Children under 12 Half price. Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel) or on Board the Steamer. No Chits will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.  
Hongkong, May 16, 1905. 905

TASTE

FUSSELL'S PURE RICH THICK SOREAMS 'ONCE' And you will have no other. "Delicious with Fruits. Colonialists, Minors, Sailors, Yachtsmen, Hotel Proprietors, in fact 'Everybody' in all parts of the Globe have pronounced it as 'Simply Delicious'."

SOLE AGENT:—H. RUTTONJEE, For South China. Hongkong, April 13, 1905. 741

THE WINE GROWERS SUPPLY CO.

—DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, Brewers and Distillers. PRICE LIST ON APPLICATION.

BARRETT & CO., Agents. No. 22 & 24, BAYE B. LILLIES, Queen's Road.

OUR PRICES are about the same as those charged by Retailers in England. Hongkong, May 9, 1905. 1801

## SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS,

MUSIC and MUSICAL

INSTRUMENTS

OF ALL KINDS

PREVIOUS TO REMOVAL TO

NEW PREMISES

SOME ITEMS.

Metzler...\$850 formerly \$775

Fleyel...425 " 650

Collard...500 " 700

do Grands...950 " 1,400







## Intimations

## MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.  
December 5, 1904. 2181

## OSAKA HOTEL,

NAKANOSKIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.  
R. EARL, Manager.

December 5, 1904. 2182

## LAXATIVE.

THE NEW IDEAL PURGATIVE.  
FOR ALL LIVER, KIDNEY  
AND HEMORRHOID  
TROUBLES.RECOMMENDED BY THE WORLD'S FINEST  
PHYSICIANS.LAXATIVE is the mildest aperient known. It is pleasant in taste, not drastic but certain in action and even in large doses is harmless. Laxative being non-irritant will be found a great boon, to ladies especially, and in cases where the kidneys are irritable or diseased. Laxative is strongly recommended by the Continental Authorities and is being largely used in the London hospitals. Messrs A.S. WATSON & Co. Ltd., have been appointed the Hongkong Agents for this preparation.  
Hongkong, December 5, 1904. 2211

## SING ON &amp; CO.,

Nos. 35 & 37, HING LOONG STREET,  
IRON, STEEL, METAL AND HARD-  
WARE, MERCHANTS.  
Retail and Wholesale Ironmongers, Pig Iron  
and Foundry Coke Importers, and General  
Storekeepers. PRICES MODERATE.  
Hongkong, December 14, 1904. 2249MARTIN'S  
APIOL-STEEL  
PILESA French Remedy for the cure of Piles, Hemorrhoids, and other ailments of the rectum. It is a powerful and reliable remedy, and is recommended by the highest medical authorities. It is sold by all chemists and druggists.  
2250

## ADVERTISE

## ADVERTISE

## ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for  
Advertising is

## China Mail.

Read by all Classes in the Colony  
and undoubtedly the  
POPULAR & LEADING PAPER.

Established over Half a Century

THE HUSBAND OF FORTY  
WIVES.

A Modern Bluebeard.

When that "Bluebeard" held my hands and looked into my eyes and told me how much he loved me, he could make me promise him all things.

In this sentence Mrs. Catherine Kummerle, one of the victims to the wiles of Johann Hoch, the Chicago bigamist and alleged murderer of 27 wives, described the method and the effect of the man who is credited with having wooed and won women at will. That Mrs. Kummerle was not on the list of Hoch's wives, living or dead, is due partly to luck and partly to shrewdness. Her lover pressed his suit too ardently at the outset and she became suspicious; and noticing the picture of a man wanted for bigamy in a newspaper, identified Hoch as that person, and would have none of him.

The American files to hand devote considerable space to the case, and report that Hoch was arrested in Chicago on a charge of bigamy, and the inquiries which were instituted as necessary to prove a case against him, revealed that he was one of the most callous criminals of recent years. His methods were of the most extraordinary kind. During the last dozen years he is alleged to have married 43 women, 20 of whom he in due course despatched. When confronted by Detective O'Neill, in company with Detectives Cahill, Kerns, and Frye, he answered to the name of Hoch, but subsequently said to the officers, "I am not Hoch," and it has since been ascertained that his real name is Jacob Schmidt. He was born at Biengen, on the Rhine, in 1862. It transpired that he fled from that place, where he left a wife and four children, to escape for fraud. Hoch, or Schmidt, had studied at Heidelberg University, and had acquired a thorough knowledge of chemistry, which he appeared to have turned to account in the disposal of his future wives.

He landed in America in 1892, and in Chicago he began his life of "love and murder," which brought him into contact with the officers of justice.

In the great Port City he is stated to have found 17 victims, and it was there he was indicted for bigamy upon the information of three living wives and for murder upon the information furnished following a post-mortem examination of the body of a deceased spouse.

Hoch had made it a practice to take board and lodging in the house of some middle-aged German woman, whom he took to select, when practicable, the hard-working, industrious woman, who had put by a little money, or had been provident enough to effect an insurance upon her life. His glitzy tongue, and his education, were employed for all they were worth in making himself affable to those upon whom he registered his fall designs, making it appear that he was an isolated mortal, who had a little property, or suggesting marriage, with the object of combining the resources of the "happy pair." When his picture appeared in the papers as that of a man wanted for bigamy, the Chicago police were communicated with, and informed by Mrs. Kummerle that Hoch, who answered the description, had gone to that city, where his arrest followed soon after.

The Chicago police had also been enlightened by information from a Lutheran minister in West Virginia, who had been hunting Hoch for a number of years, collecting evidence, in addition to that which had convinced him that Hoch had murdered a female member of his congregation. This evidence was not sufficient as Hoch, finding that the minister's suspicions had been aroused, opened the grave in which the woman had been interred, and removed the internal organs, in which traces of poison might have been found.

Hoch's numerous marriages were not confined to any particular Church or city, for his nuptials were celebrated in Chicago, San Francisco, Milwaukee, St. Louis, Cincinnati, St. Paul, and other big American centres. Of the number of marriages that really did take place, 43 have been discovered; but it is doubtful if a complete list will ever be available. It has been firmly established that at least 20 women were killed by poison. Others are missing, while a few survive. This latter fortunate circumstance is due to the fact that Hoch deserted them as soon as he got possession of their savings. The "hunts" as a rule, were not large, the average being \$100; but in one case he annexed \$1200. It would appear that many of the murders were committed to secure insurance, or had been perpetrated after he had inveigled his intended victims into bequeathing him their property. Some idea of the methods employed by the modern "Bluebeard" in disposing of his victims will be interesting.

In a chifonier, which stood in a room occupied by Hoch, the police found a small fountain pen with a powder in it, and it was suggested that the powder was arsenic. A few days afterwards, analysis was made of the contents of the stomach of Mrs. Marie Walker (Hoch), and the investigation showed that her death had been brought about by arsenical poisoning. The doctor stated that he made a complete examination of the deceased's stomach, and found more than sufficient to have caused death. As this amount had remained in the stomach, and had not been absorbed into the system, it was conclusive that it must have been administered a short time before death.

Seven of the women died within three weeks of their marriages, and eight lived for about three months. It was Hoch's practice when seeking a fresh victim to assume the name of his latest victim's first husband. This habit assisted the police in tracing him from crime to crime. In one place he posed as a doctor; in another as a Bavarian Count; while in a third he purchased a saloon, and managed the business until he had succeeded in bringing about his purpose. Murder in Wheeling (an American town) resulted in a monetary profit of 4000 dollars to the heartless adventurer. A Chicago furniture merchant stated that in the course of 12 months he furnished five sets of apartments for Hoch, who carried a fresh name in each case.

Although Hoch at first denied all the allegations made against him, he now admits 11 marriages. Another theory as to the disappearance of some of the women is advanced by Dr. Joseph Springer (of Chicago), who says he believes that the deaths of those of Hoch's wives which occurred without leaving any traces behind upon which to convict the husband of murder were brought about by administering curare, the most subtle and deadly poison known to medical science. Dr. Springer is convinced that Hoch instilled the fatal drug into the veins of his wives by means of their engagement rings. This habit of giving rings suggested to the doctor the simple method of administering the drug, or making it rough or sharp in any way, applying curare on the rough edge, and then slipping the ring on the finger, so as to cause the slightest abrasion, would effect the purpose.

Two of the alleged wives of Hoch quarrelled on the opening trial, after leaving the grand jury-room. Money found on Hoch when arrested, and claimed by Mrs. Fischer-Hoch, because she was the last one he deserted, brought about the trouble. Mrs. Hendricks-Schmidt-Hoch also claimed 400 dol. now in the possession of the New York police. Mrs. Hendricks-Schmidt-Hoch (an early victim) was said to have quietly slipped away to New York.

In the station crowd that greeted him were many women, some of whom were open in their expressions of admiration for the man who could win the hearts of so many women as Hoch was said to have done. None of his alleged wives were among the curious. When their absence became known to the prisoner he manifested disappointment.

Where are those 14 wives now? He is talking about them? He asked Detective Loftus what he brought him from York. "I think you have been joking me about that part of the business. There couldn't be 14 anyhow, because I never had that many," and Hoch laughed aloud at his own pleasantry.

DOAN'S DINNER PILLS.  
A VEGETABLE MEDICINE FOR THE  
LIVER AND STOMACH.

THE liver and stomach work harmoniously together, to change the food we eat, into blood, bone and tissue. The stomach supplies the gastric juice which digests the alimentary part of our food; and the bile from the liver completes the process of digestion by acting on the oils and fats. The digested food is then ready for conversion into pure, rich blood. When, however, the stomach and liver are out of order, there is not enough gastric juice and bile formed to completely digest the food taken into the system, and the undigested food wastes and irritates the delicate mechanism, and clogs the bowels. Doan's Dinner Pills stimulate the liver to produce more bile, thus directly assisting digestion and helping the stomach to do its work. This medicine should be used by all who have such symptoms of liver and stomach complaint as these:—Feeling of fullness, drowsiness and heaviness after meals; stomach pains; yellowishness of the whites of the eyes; heartburn; indigestion; loss of appetite; constipation; bloating; changeable appetite; melancholy feelings; difficulty in breathing; tight feeling across the chest; headache; bad taste in the mouth.

Liver Trouble will affect you the most remote part of the system, and Doan's Dinner Pills should be used whenever you have some unaccountable pain or uncomfortable feeling, as this medicine never fails to cure.

All the chief chemists and medicine dealers sell Doan's Dinner Pills, price 1/6 per box, or 6/6 for a box of six. The medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England.

Contractors.  
K. Shui Tai & Co.  
HONGKONG & WANCHAI.  
HEAD OFFICE: 117-119, DES VOEUX ROAD, HONGKONG.NAVY CONTRACTORS. GENERAL STOREKEEPERS AND BAKERS.  
Wholesale and Retail in Provisions and Tinned Goods, &c., &c.  
K. SHUI TAI, General Manager.  
Hongkong, March 19, 1905. 611THE PO YICK COY.  
CONTRACTORS & HOUSEBUILDERS.  
No. 25, QUEEN'S ROAD EAST, WANCHAI.  
CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in stock a large supply of Timber at Reasonable Prices.  
Hongkong, February 16, 1905. 837Yau On.  
HOUSEBUILDER AND CONTRACTOR.  
HONGKONG & WANCHAI.  
CONTRACTOR TO THE ADMIRALTY AND CHINESE GOVERNMENT. Matched Builder, and House Painter. Always in stock a large supply of Building Materials.  
Hongkong, March 10, 1905. 619QUONG YICK.  
CONTRACTOR AND HOUSEBUILDER.  
No. 37, QUEEN'S ROAD EAST.  
CONTRACTOR TO H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices.  
Hongkong, March 30, 1905. 693SING YUEN.  
CONTRACTOR AND HOUSEBUILDER.  
No. 33, D'AGUIAR STREET.  
CONTRACTOR TO THE P.W.D. FROM 1901 to 1902, and Admiralty, &c., &c. We keep a large stock of Building Materials, also Timber at very Low Prices.  
Hongkong, March 22, 1905. 613Lam Woo & Co.,  
(FORMERLY LEE WOO & CO.)  
No. 12, LEE YUEN STREET (WEST).  
CONTRACTORS & HOUSEBUILDERS.  
CONTRACTORS TO H.B.M.'s Government and War Department. We have always in stock a large supply of Building Materials. All communications please address to Mr. Lam Woo.  
Hongkong, March 3, 1905. 460

## Contractors.

WING ON,  
CONTRACTOR AND HOUSEBUILDER.  
No. 34, D'AGUIAR STREET.  
CONTRACTOR TO H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices.  
Hongkong, March 22, 1905. 614TUNG ON,  
CONTRACTOR AND BUILDER.  
No. 28, D'AGUIAR STREET.  
CONTRACTOR TO H.B.M.'s Government, &c., &c. Communications please address to Mr. Tam Seng. Also, every kind of Building Materials for Sale.  
Hongkong, March 23, 1905. 624KWONG HEP LOONG  
CO., LIMITED.  
SHIPBUILDERS AND ENGINEERS.  
BOILER MAKERS, BRASS AND IRON FOUNDERS.  
OFFICE: No. 64, DES VOEUX ROAD CENTRAL.ALL work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Cosmopolitan Docks (San Sai Po) and can accommodate any craft of 180 feet long. We have at present a new fast Steam Launch for Sale.  
Hongkong, February 25, 1905. 308HUNG SHING,  
BUILDING CONTRACTOR.  
No. 37, D'AGUIAR STREET.  
CONTRACTOR TO H.B.M.'s GOVERNMENT, &c., &c.  
Hongkong, March 23, 1905. 623Tung Tai Tseung Kee Co.  
ENGINEERS AND SHIPBUILDERS.  
IRON AND BRASS FOUNDERS.  
BOILER MAKERS AND COPPER SMITHS.  
No. 25, PRAYA EAST, WANCHAI.  
HONGKONG.  
Call Flat 0.  
Hongkong, February 18, 1905. 355TUNG LEE,  
Late & Tay.  
SHIPBUILDER, BOATBUILDER  
AND SHIP'S CARPENTER.  
BLACK SMITH AND CAULKER.  
OFFICE: 374, DES VOEUX ROAD WEST, Workshop at YAU MATI.  
Hongkong, March 22, 1905. 612A WING & CO.  
CONTRACTORS & HOUSEBUILDERS.  
No. 75, QUEEN'S ROAD EAST.  
All Communications, please address to MR. ANDREW TSANG WING.  
Hongkong, February 18, 1905. 350KANG ON & CO.  
BUILDERS AND CONTRACTORS.  
No. 30, D'AGUIAR STREET.  
CONTRACTORS TO H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. No Duty Competition.  
Hongkong, March 10, 1905. 612SHUN LEE & CO.,  
SHIP'S CARPENTER.  
BOATBUILDER, BLACK SMITH & CAULKER.  
All kinds of Timber for Sale.  
No. 50, PRAYA EAST, WANCHAI, HONGKONG.  
C. CHUNG HEE, Manager.  
Hongkong, March 20, 1905. 632AH-KING.  
SLIPWAY.  
YACHT AND BOAT BUILDER,  
CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR.  
PRAYA EAST, WANCHAI, HONGKONG.  
Hongkong, February 13, 1905. 307KWONG FOOK CHEONG  
SHIP'S CARPENTER,  
BOAT AND LAUNCH BUILDER,  
ENGINEER AND BOILER MAKER.  
HAS EVERY KIND OF TIMBER FOR SALE.  
55, PRAYA EAST, HONGKONG.  
Hongkong, March 20, 1905. 691A CHOO & CO.,  
39, DES VOEUX ROAD, CENTRAL.  
GENERAL STOREKEEPERS,  
NAVAL CONTRACTORS,  
AND COAL MERCHANTS.  
HAVE always on hand an ample stock of Supplies essential at shortest notice. Well-directed Steam-launches kept for Picnic parties and for Towing purposes.  
PRICES VERY MODERATE.  
TELEPHONE No. 160.  
Hongkong, December 1, 1904. 1791SANG LEE & CO.  
CONTRACTORS AND BUILDERS.  
No. 24, DES VOEUX ROAD CENTRAL.  
Contractors to H.B.M.'s Government. We always keep a large stock of BUILDING MATERIALS at Reasonable Prices.  
Hongkong, February 20, 1905. 364AH-PONG.  
SHIP AND HOUSE PAINTER,  
CHIEF, GRAINER, and SCAPER, CAULKER AND CARPENTER.  
No. 44, DES VOEUX ROAD CENTRAL.  
Hongkong, February 20, 1905. 363KENG TAK CHEONG,  
GENERAL CONTRACTOR  
For Preparing  
SITE, BUILDING AND REGULATION WORKS.  
BLACKSMITH, JETTY AND LAUNCH-  
BUILDER AND MASON.  
No. 32, D'AGUIAR STREET.  
CONTRACTOR TO THE WAR DEPARTMENT, &c., &c. Every Order promptly attended to. Please Class Testimonials. Communications please address to Mr. T. KENG.  
Hongkong, March 22, 1905. 611

## Banks.

THE BANK OF TAIWAN,  
LIMITED.  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).  
CAPITAL SUBSCRIBED: YEN 6,000,000.  
CAPITAL PAID-UP: YEN 2,600,000.  
HEAD OFFICE:—TAIPEI, FORMOSA.BRANCHES AND AGENCIES:  
Amoy. Nanking. Tientsin.  
Canton. Hankow. Shanghai.  
Kobe. Yokohama. Osaka. Tokyo.HONGKONG OFFICE:  
4, QUEEN'S ROAD.  
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.S. SHIGENAGA,  
Manager.  
Hongkong, February 2, 1904. 216HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL: £10,000,000.  
RESERVE FUND: £10,000,000.  
STERLING RESERVE: £10,000,000.  
SILVER RESERVE: £5,000,000.RESERVE LIABILITY OF "PROPERTY" £10,000,000.  
COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
Hon. W. J. GIBSON, Esq., Deputy Chairman.  
Hon. W. J. GIBSON, Esq., Deputy Chairman.  
Hon. W. J. GIBSON, Esq., Deputy Chairman.CHIEF MANAGERS:  
Hongkong—J. R. M. SMITH.  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months 2 1/2 per cent. per annum.  
" 6 months 3 per cent. per annum.  
" 12 months 3 1/2 per cent. per annum.J. R. M. SMITH,  
Chief Manager.  
Hongkong, May 10, 1905. 66HONGKONG SAVINGS BANK.  
THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager.  
Hongkong, May 1, 1904. 1517THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.  
INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.CAPITAL PAID-UP: £800,000.  
RESERVE LIABILITY OF SHAREHOLDERS: £800,000.  
RESERVE FUND: £800,000.INTEREST allowed on Current Account at the rate of 2 1/2 per cent. per annum on the daily balances.  
On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
" 6 months 4 per cent. per annum.  
" 3 months 3 1/2 per cent. per annum.  
T. P. COCHRANE, Manager.

Hongkong, May 20, 1904. 48

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.CAPITAL SUBSCRIBED: YEN 24,000,000.  
CAPITAL PAID-UP: YEN 18,000,000.  
CAPITAL UNPAID-UP: YEN 6,000,000.  
RESERVE FUND: YEN 9,720,000.HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES:  
Kobe. Nagasaki. Osaka. Tokyo. Yokohama. Shanghai. Tientsin. Hankow. Canton. Amoy. Singapore. Batavia. London. Lyons. New York. Hongkong. Manila. Cebu. Iloilo. Zamboanga. Davao.LONDON BANKERS:  
The London Joint Stock Bank, Limited.  
Part's Bank, Limited.  
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the rate of 2 1/2 per cent. per annum on the daily balance. On fixed deposits for 12 months, 6 1/2 per cent. per annum. On fixed deposits for 6 months, 4 1/2 per cent. per annum. On fixed deposits for 3 months, 3 1/2 per cent. per annum.

TAKAO TAKAMICHI,  
Manager.  
Hongkong, March 30, 1905. 559THE MERCHANTS BANK OF INDIA, LIMITED.  
AUTHORIZED CAPITAL: £21,600,000.  
SUBSCRIBED: £1,125,000.  
PAID UP: £682,500.  
RESERVE FUND: £110,000.BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. per annum on the Daily Balance.  
On Fixed Deposits:—  
For 12 months 5 1/2 per cent. per annum.  
" 6 months 5 per cent. per annum.  
" 3 months 4 1/2 per cent. per annum.EYAN ORMISTON,  
Manager.  
Hongkong, May 2, 1905. 324

## Banks.

INTERNATIONAL BANKING CORPORATION.  
FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.  
CAPITAL AND SURPLUS: Gold \$10,000,000.  
CAPITAL, PAID-UP: Gold \$3,947,500.  
RESERVE FUND: Gold \$3,947,500.HEAD OFFICE—NEW YORK.  
LONDON OFFICE—TERRACENES HOUSE, E.C.  
LONDON BANKERS:  
National Provincial Bank of England, Ltd.  
Union of London and Smith's Bank, Ltd.  
British India Company Bank.BRANCHES & AGENTS ALL OVER THE WORLD.  
THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposit at rates which may be ascertained on application.20, DES VOEUX ROAD, HONGKONG.  
CHARLES R. SCOTT,  
Manager.  
Hongkong, March 10, 1905. 30IMPERIAL BANK OF CHINA.  
ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1898.  
SUBSCRIBED CAPITAL: Tls. 1,000,000.  
PAID-UP CAPITAL: Tls. 850,000.HEAD OFFICE—SHANGHAI.  
BRANCHES AND AGENCIES:  
Canton. Hankow. Tientsin. Peking. Shanghai. Yokohama. Kobe. Osaka. Tokyo.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.

HONGKONG BRANCH.  
Advances made on approved securities. Bills Discounted.  
Interest allowed on Current Accounts at the rate of 2 1/2 per cent. per annum on the Daily Balances.  
On Fixed Deposits for 3 Months 3 1/2 per cent. per annum.  
" 6 months 4 per cent. per annum.  
" 12 months 4 1/2 per cent. per annum.E. W. BUTLER,  
Manager.  
Hongkong, January 6, 1905. 1970

## Hotels.

## KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Fans (if required).  
Electric Passenger Elevator to each Floor.  
Table d'Hôte at Separate Tables.  
For terms, &c., apply to the MANAGER.

Hongkong, June 10, 1902. 122\*

THE BEST BILLIARD TABLES  
IN THE COLONY ARE AT  
THE KOWLOON HOTEL,  
KOWLOON.A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.  
MODERATE CHARGES.  
J. W. OSBORN,  
Proprietor and Manager.  
Hongkong, November 22, 1904. 138

## MACAO AND CANTON HOTELS.

A LITTLE CHANGE.  
THE Round Trip from HONGKONG to MACAO, Canton to HONGKONG, and back to HONGKONG, will be found in travelling and enjoyable.  
WM. FARMER,  
Proprietor.  
Hongkong, March 10, 1904. 482

## ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.  
(Opposite Connaught House).  
No. 16, QUEEN'S ROAD CENTRAL.  
MODERATE CHARGES.  
MRS. WATLING, Proprietress.  
Hongkong, July 27, 1904. 1374

## TANG YUEN.

BOARDING ESTABLISHMENT.  
Splendid View of Harbour.  
No. 18 MACDONNELL ROAD.  
Under European Management.  
Apply at the House.  
or  
At FAIRALL & CO.,  
Opposite Hongkong Hotel.  
Hongkong, June 10, 1903. 97

## THE WARELEY.

No. 34, QUEEN'S ROAD CENTRAL (Opposite the Post Office).  
First-class BOARDING ESTABLISHMENT. Large Airy Well-Furnished Rooms. Table d'Hôte at Separate Tables. Cuisine under the direct supervision of the Proprietress. Moderate Rates.  
Hongkong, December 5, 1904. 2193

## "THE REVENUE OF CHINA."

A SERIES OF ARTICLES.  
Reprinted from "The China Mail."  
WITH AN APPENDIX.  
To be had at the OFFICE of THIS PAPER, Messrs. KLEY & WAUGH, Ltd., And Messrs. W. BARTHE & Co.  
Price, 50 Cents.



